2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report 94

City of Newport News

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					***	arwick Maintenance Are	,u							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra	il 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Newport News														
17 Mercury Blvd	0.22	27000	G	96%	0%	Isle of Wight County Line 1% 2% 2%	0%	F	0.083	F	0.616	28000	G	2003
17 Mercury Blvd	0.56	40000	G	From: 95%	1%	US 60 Warwick Blvd 2% 1% 1% S 258, SR 143 Jefferson Ave	0%	С	0.090	F	0.634	42000	G	2003
17 Jefferson Ave	1.31	46000	G	From: 95%	0%	US 258 Mercury Blvd 2% 1% 1%	0%	С	0.081	F	0.547	49000	G	2003
17 Jefferson Ave	1.69	49000	A	From: 97%	0%	SR 152 Main St 1% 1% 1%	0%	С	0.099	Α	0.564	53000	Α	2003
(17) Jefferson Ave	1.12	50000	G	From: 97%	0%	SR 306 Harpersville Rd 1% 1% 1%	0%	F	0.081	F	0.53	54000	G	2003
17 J Clyde Morris Blvd	1.28	45000	G	To: From: 97%	0%	R 312; J Clyde Morris Blvd SR 143 Jefferson Ave 1% 1% 1%	0%	F	0.078	F	0.507	48000	G	2003
<u></u>	0.80	36000	G	From: 97%	0%	I-64 1% 0% 1%	0%	F	0.077	F	0.565	38000	G	2003
<u></u>	0.25	32000		70- From: 97%	0%	170 070 170 121-7034 Harpersville Rd 1% 0% 1%	0%		0.08		0.557	34000		2003
17 J Clyde Morris Blvd	0.20	J_000		To:	J /0	NCL Newport News Isle of Wight County Line	0 /0		0.00	<u>'</u>	0.001	J-1000		2003
32 17 Mercury Blvd	0.22	27000	G	96%	0%	1% 2% 2% US 60 Warwick Blvd	0%	F	0.083	F	0.616	28000	G	2003
32 17 Mercury Blvd	0.56	40000	G	95% To:	1% U	2% 1% 1% S 258, SR 143 Jefferson Ave	0%	С	0.090	F	0.634	42000	G	2003
(60) Warwick Blvd	1.70	13000	G	94%	1%	James City County Line 2% 1% 3%	0%	F	0.083	F	0.592	13000	G	2003
60 Warwick Blvd	1.61	16000	G	From: 92%	1%	Yorktown Rd 3% 2% 2%	0%	С	0.081	F	0.555	17000	G	2003
60 Warwick Blvd	1.68	39000	G	From: 92%	1%	SR 105 Ft Eustis Blvd 3% 2% 2%	0%	F	0.083	F	0.637	41000	G	2003
60 Warwick Blvd	1.66	44000	G	From: 97%	1%	Snidow Blvd 2% 0% 1%	0%	С	0.075	F	0.511	47000	G	2003
60 Warwick Blvd	0.78	43000	G	From: 97%	0%	Denbigh Blvd 1% 0% 1%	0%	С	0.077	F	0.509	46000	G	2003
(60) Warwick Blvd	1.45	42000	G	From: 97%	0%	Bland Blvd 1% 0% 1%	0%	F	0.082	F	0.540	44000	G	2003
60 Warwick Blvd	2.39	34000	G	From: 96%	0%	Oyster Point Rd 2% 0% 1%	0%	С	0.085	F	0.513	36000	G	2003
60 Warwick Blvd	0.89	38000	G	From: 96%	0%	Deep Creek Road 2% 0% 1%	0%	F	0.087	F	0.576	40000	G	2003
60 Warwick Blvd	1.07	32000	G	From: 96%	1%	J Clyde Morris Blvd 2% 1% 1%	0%	С	0.091	F	0.601	34000	G	2003
60) Warwick Blvd	1.49	34000	G	To: From: 96%	1%	Harpersville Rd 2% 1% 1%	0%	F	0.092	F	0.59	36000	G	2003
(60) Warwick Blvd	1.08	27000	G	From: 96%	0%	Main Street 1% 1% 1%	0%	С	0.089	F	0.621	29000	G	2003
(60) Warwick Blvd	0.61	27000	G	From: 96%	1%	Mercury Blvd 2% 0% 1%	0%	С	0.116	F	0.842	28000	G	2003
<u> </u>	1.24	12000	G	To: From: 96%	1%	Huntington Ave Warwick Blvd 2% 0% 1%	0%	F	0.211	F		13000	G	2003
60 Huntington Ave	ed Traffic:	26000	G	96%	1%	2% 0% 1%		, F	NA	•		27000	G	_000

						arwick IVI										
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Newport New	vs			From:					ī							
Liuntington A.	0.55	44000	_	96%	10/	2%	50th St	10/	0%	_	0.121	F		12000	_	2002
60 Huntington Av		11000	G		1%		0%	1%		С	0.131	Г		12000	G	2003
	Combined Traffic:	24000	G	96%	1%	2%	0%	1%	0%	F	NA			26000	G	
60 Huntington Av	/e 0.50	6400	G	From: 96%	1%	2%	39th St 0%	1%	0%	F	0.155	F		6700	G	2003
00)	Combined Traffic:	11000	G	96%	1%	2%	0%	1%	0%	F	NA			11000	G	
	Combined Traine.	11000	Ü	70 70	1 /0			1 70	——————————————————————————————————————	'	INA			11000	J	
60 Huntington Av	/e 0.28	6000	G	96%	1%	2%	29th St 0%	1%	0%	F	0.144	F		6400	G	2003
60 Trunkington Av																2003
	Combined Traffic:	10000	G	96%	1%	2%	0% 23rd St	1%	0%	F	NA			11000	G	
				From:			ington Av	•								
60 Ramp Environ	ment at I- 0.42	2100	G	90%	5%	4%	0%	1%	0%	С	0.120	F		2200	G	2003
	Combined Traffic:	NA									NA			NA		
				To:		Ieff	erson Ave		1.							
60 25th Street	0.82	3100	G	90%	5%	4%	0%	1%	0%	F	0.095	F		3300	G	2003
00) =0 0 00.	Combined Traffic:	5800	G	92%	3%	4%	0%	1%	0%	F	NA	•		6100	G	
	Combined Traine.	0000	Ŭ	7	070			170	070	•	14/ (0100	Ü	
OFth Chart	0.54	2000	_	From:	F 0/		noke Ave	40/	00/	_	0.000	_		2000		2002
25th Street	0.51	2600	G	90%	5%	4%	0%	1%	0%	F	0.089	F		2800	G	2003
	Combined Traffic:	3700	G	91%	5%	3%	0%	1%	0%	F	NA			3900	G	
~~ <u></u>				To:			26th St		-							
60 25th Street	0.53	6000	G	90%	5%	4%	0%	1%	0%	F	0.090	F	0.521	6400	G	2003
~				To:		WCI	L Hampton	l	ļ							
~~~				From:			US 60									
60 Warwick Blvd	1.21	14000	G	96%	1%	2%	0%	1%	0%	С	0.144	F		15000	G	2003
<u>.</u>	Combined Traffic:	26000	G	96%	1%	2%	0%	1%	0%	F	NA			27000	G	
				To: From:		5	0Th St		1							
60 Warwick Blvo	0.59	13000	G	96%	0%	2%	1%	0%	0%	F	0.117	F		14000	G	2003
\$ D	Combined Traffic:	24000	G	96%	1%	2%	0%	1%	0%	F	NA			26000	G	
				To:		3	8Th St									
60 Warwick Blvd	0.77	4300	G	96%	0%	2%	1%	0%	0%	С	0.175	F		4600	G	2003
60 Warwick Blvd	Combined Traffic:		G	96%	1%	2%	0%	1%	0%	F	NA	•		11000	G	2000
	Combined Trainc.	11000	G	To:	1 /0		25Th St	1 /0	070	'	INA			11000	J	
				From:			US 60		1							
60 26th Street	1.39	2700	G	94%	2%	4%	0%	1%	0%	С	0.08	F		2900	G	2003
60 26th Street	Combined Traffic:	5800	G	92%	3%	4%	0%	1%	0%	F	NA	•		6100	G	2000
	Combined Traine.	3000	J	JZ 70	370			1 70	070	•	INA			0100	J	
60 26th Street	0.49	4400		From:	20/		estnut Ave 0%	10/			0.070			1100		2003
60 26th Street		1100	G	94%	3%	2%		1%	0%	С	0.079	F			G	2003
	Combined Traffic:	3700	G	91% To:	5%	3%	0% 25Th St	1%	0%	F	NA			3900	G	
East	4.00	37000	^	From:	0%	WCL N	lewport No		00/	_	0.000	_		27000	_	2000
64	1.32		G	94%			1%	3%	0%	F	0.086	F		37000	G	2003
	Combined Traffic:	78000	G	95%	0%	1%	1%	3%	0%	F	NA			79000	G	
-ast				From:		S	SR 238		-							
East 64)	2.04	38000	G	94%	0%	1%	1%	3%	0%	F	0.086	F		38000	G	2003
94)	Combined Traffic:		G	95%	0%	1%	1%	3%	0%	F	NA			82000	G	
					- / •				- / •							
<u>East</u>				From:			Ft Eustis I									
64)	5.03	45000	G	94%	0%	1%	1%	3%	0%	F	0.088	F		46000	G	2003
	Combined Traffic:	92000	G	93%	0%	1%	1%	5%	0%	F	NA			93000	G	
				To: From:		SR 143	Jefferson A	Ave								
East		40000	_		001				00/	_	0.004	_		40000	^	0000
64)	1.41	49000	G	94%	0%	1%	1%	3%	0%	F	0.084	F		49000	G	2003
$\sim$	Combined Traffic:	107000	G	95%	0%	1%	1%	3%	0%	F	NA			108000	G	
							Oyster Poir									

2. 2x8d 3-2x8d 17rail 27rail 2 Factor Factor Factor Factor Sector Factor Sector Factor Factor Factor Factor Factor Factor Sector Factor						VV	arwick IVI	aıntenar	nce Area	<u>l</u>							
SET   Combined Red   Combined Traffic: 121000	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
1.81   60000		vs			From:		CD 171.0	)4 D :	4 D J	ī							
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1.06   74000   G   94%   05%   15%   13%   3%   05%   F   0.083   F   75000   G   200	64													0.544			2003
1		Combined Framic:	121000	А	95%	0%	1%	1%	3%	0%	C	0.085	А	0.514	125000	А	
1.05   74000   G   94%   07%   19%   19%   39%   07%   F   0.083   F   75000   G   200	East				From:		US 17 J CI	yde Morr	is Blvd								
Combined Traffic:   148000   G   95%   0%   1%   1%   3%   0%   F   0.077   F   0.501   149000   G	64)	1.06	74000	G	94%	0%	1%	1%	3%	0%	F	0.083	F		75000	G	2003
WCL Harmston   WCL Nearport New   WCL Nearport Ne	04)	Combined Traffic:	148000								F			0.501		G	
WCL Nespect News   Work   No.		Combined Hame.				070				- 770	•	0.011	•	0.001	110000	Ū	
1	Voot				From:					1							
Combined Traffic:   80000   G   95%   0%   1%   1%   3%   0%   F   NA   81000   G		0.06	44000	G	95%	0%				0%	F	0.082	F		44000	G	2003
SR 143   Sefferson Ave   SR 143   Sefferson	64)												•				2000
1.28		Combined Trainic.	80000	G	95%	070	1 70	1 70	370	0%	F	INA			61000	G	
1.28	Vest				From:		SR 143	Jefferson	Ave								
Combined Traffic: 78000	64)	1.28	41000	G	95%	0%	1%	1%	3%	0%	F	0.084	F		41000	G	2003
SR 238   S		Combined Traffic:	78000	G	95%	0%	1%	1%	3%	0%	F	NA			79000	G	
2.32   44000   G   95%   0%   1%   1%   3%   0%   F   0.082   F   44000   G   200					To:												
SR   100   G   95%   0%   1%   1%   3%   0%   F   NA   82000   G   SR   15   SR   105 Fort Exists Bivd   SR   10	/est																
SR 105 Fort Eastis Bivd   SR 105 Fort East	64)	2.32	44000	G	95%	0%	1%	1%	3%	0%	F	0.082	F		44000	G	2003
Section   Sect		Combined Traffic:	81000	G	95%	0%	1%	1%	3%	0%	F	NA			82000	G	
Section   Sect					To		SR 105 F	ort Eustis	Blvd								
Combined Traffic: 92000 G 93% 0% 1% 1% 5% 0% F NA 93000 G  1.55 58000 C 95% 0% 1% 1% 3% 0% F NA 108000 G  Combined Traffic: 107000 G 95% 0% 1% 1% 3% 0% F NA 108000 G  SR 171 Outer Point Rd  1.50 61000 A 95% 0% 1% 1% 3% 0% C 0.096 A 63000 A 200  Combined Traffic: 121000 A 95% 0% 1% 1% 3% 0% C NA 125000 A 125000 A 15% 1% 3% 0% C NA 125000 A 1250	Vest	F 00	40000	_		00/				00/	_	0.000	_		47000	0	2002
SR 143 Jefferson Ave	64												г				2003
1.55 58000 G 95% 0% 1% 1% 3% 0% F 0.078 F 59000 G 200 Combined Traffic: 107000 G 95% 0% 1% 1% 3% 0% F NA 108000 G 200 Combined Traffic: 121000 A 95% 0% 1% 1% 3% 0% F NA 108000 G 200 Combined Traffic: 121000 A 95% 0% 1% 1% 3% 0% C 0.096 A 63000 A 200 C C 0.096 A 63000 A 200 C C 0.096 A 125000 A 200 C NA 200 C		Combined Traffic:	92000	G	93%	0%	1%	1%	5%	0%	F	NA			93000	G	
1.55	/est				From:		SR 143	Jefferson	Ave	-							
Combined Traffic: 107000 G 95% 0% 1% 1% 3% 0% F NA 108000 G  SR 171 Cyster Point Rd  1.50 61000 A 95% 0% 1% 1% 3% 0% C 0.096 A 63000 A 200  Combined Traffic: 121000 A 95% 0% 1% 1% 3% 0% C NA 125000 A 1250000 A 125000 A		1 55	58000	G	95%	0%	1%	1%	3%	0%	F	0.078	F		59000	G	2003
SR 171 Oyster Point Rd   SR 171 Oyster Point	04)												•				2000
1.50 61000 A 95% 0% 1% 1% 3% 0% C 0.096 A 63000 A 200 Combined Traffic: 121000 A 95% 0% 1% 1% 3% 0% C NA 125000 A 125000		Combined Trainc.	107000	G	33 /0	0 70				0 70	'	INA			100000	J	
1.50 61000 A 95% 0% 1% 1% 3% 0% C 0.096 A 63000 A 200 Combined Traffic: 121000 A 95% 0% 1% 1% 1% 3% 0% C NA 125000 A 125	Vest				From:		SR 171 C	yster Poi	nt Rd								
Combined Traffic: 121000 A 95% 0% 1% 1% 3% 0% C NA 125000 A    US 17 J Clyde Morris Blvd	64)	1.50	61000	Α	95%	0%	1%	1%	3%	0%	С	0.096	Α		63000	Α	2003
0.78 7300 G 95% 0% 1% 1% 3% 0% F 0.078 F 74000 G 200 Combined Traffic: 14800 G 95% 0% 1% 1% 1% 3% 0% F 0.077 F 0.501 149000 G 1/4		Combined Traffic:	121000	Α	95%	0%	1%	1%	3%	0%	С	NA			125000	Α	
0.78 7300 G 95% 0% 1% 1% 3% 0% F 0.078 F 74000 G 200 Combined Traffic: 14800 G 95% 0% 1% 1% 1% 3% 0% F 0.077 F 0.501 149000 G 1/4					To:		LIS 17 LCI	vde Morr	ie Blyd								
Combined Traffic: 148000   G   95%   0%   1%   1%   3%   0%   F   0.077   F   0.501   149000   G	Vest																
No.	64)	0.78	73000	G	95%	0%			3%	0%	F	0.078	F		74000	G	2003
Ft Eustis Blvd		Combined Traffic:	148000	G		0%				0%	F	0.077	F	0.501	149000	G	
SR 143 Jefferson Ave   D.35   SP 0.621   SP 0.613   SR 143 Par, 27th St					To:		WCI	. Hampton	n								
US 60   US 6					From:		F	t Eustis									
1.01 34000 G 94% 1% 2% 1% 2% 0% C 0.091 F 0.613 37000 G 200    Secondary Sec	₁₀₅ )Ft Eustis Blvd	0.04	34000	N	94%	1%	2%	1%	2%	0%	Ν	0.091	Ν	0.613	37000	Ν	2003
1.01 34000 G 94% 1% 2% 1% 2% 0% C 0.091 F 0.613 37000 G 200    Secondary Sec					To			US 60									
1-64   1-64   1-65   1-64   1-64   1-64   1-64   1-64   1-64   1-64   1-64   1-64   1-64   1-65   1-64   1-65   1-64   1-65   1-64   1-65   1-64   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65   1-65	Ft Fustis Blvd	1 01	34000	G		1%			2%	0%	С	0.091	F	0.613	37000	G	2003
SR 143 Par, 28th Street   0.48   3900   G 96%   1% 2% 1% 2% 1% 0%   F 0.088   F 0.621   23000   G 200	05). (					.,,					Ū	0.00	•	0.0.0	0.000	•	
SR 143 Jefferson Ave	Tt Evertie Divisi	0.00	04000	_		40/	00/		00/		_	0.000	_	0.004	00000	0	0000
1.26   15000   A   95%   1%   2%   1%   2%   0%   C   0.112   A   0.591   16000   A   2000	105 Ft Eustis Blvd	0.23	21000	G	95%	1%	2%	1%	2%	0%	F	0.088	F	0.621	23000	G	2003
To   NCL Newport News   Prom   WCL Hampton   NA   NA   NA   NA   NA   NA   NA   N					To- From:		SR 143	Jefferson	Ave	-							
13   27th Street   0.35   9200   G   96%   1%   2%   1%   0%   0%   F   0.084   F   0.501   9800   G   200	05) Ft Eustis Blvd	1.26	15000	Α		1%	2%	1%	2%	0%	С	0.112	Α	0.591	16000	Α	2003
3   27th Street   0.35   9200   G   96%   1%   2%   1%   0%   0%   F   0.084   F   0.501   9800   G   200					To:		NCL N	ewport N	ews								
27th Street 0.35 9200 G 96% 1% 2% 1% 0% 0% F 0.084 F 0.501 9800 G 200 Combined Traffic: NA					From:		WCI	Hampto	n	Ī							
Combined Traffic: NA	27th Street	0.35	9200	G	96%	1%				0%	F	0.084	F	0.501	9800	G	2003
SR 143 Par, 28th Street	10)		NA												NA		
SR 143 Par, 27th St					To:		<u>SR</u> 143	Par, 28th	st								
Combined Traffic: 7700 G 97% 1% 2% 0% 0% 0% F NA 8200 G  To Chestnut Ave  13 28th Street 0.90 3900 G 96% 1% 2% 1% 0% 0% C 0.078 F 4100 G 200 C C Ombined Traffic: 6400 G 97% 1% 2% 0% 0% 0% C NA 6800 G  To Chestnut Ave  SR 143 Par, 27th St  SR 143 Par, 27th St  13 Jefferson Ave 0.53 28000 G 95% 1% 3% 1% 1% 0% C 0.079 F 0.554 30000 G 200					From:				n St								
Combined Traffic: 7700 G 97% 1% 2% 0% 0% 0% F NA 8200 G  To Chestnut Ave  13 28th Street 0.90 3900 G 96% 1% 2% 1% 0% 0% C 0.078 F 4100 G 200 C C Ombined Traffic: 6400 G 97% 1% 2% 0% 0% 0% C NA 6800 G  To Chestnut Ave  SR 143 Par, 27th St  SR 143 Par, 27th St  13 Jefferson Ave 0.53 28000 G 95% 1% 3% 1% 1% 0% C 0.079 F 0.554 30000 G 200	43) 28th Street	0.48	3900	G	96%	1%	2%	1%	0%	0%	F	0.083	F		4200	G	2003
Chestrut Ave   Ches		Combined Traffic:	7700	G	97%	1%	2%	0%	0%	0%	F	NA			8200	G	
28th Street 0.90 3900 G 96% 1% 2% 1% 0% 0% C 0.078 F 4100 G 200 C C C C C C C C C C C C C C C C C C					To:		Cha	stnut Ava		L							
Combined Traffic: 6400 G 97% 1% 2% 0% 0% 0% C NA 6800 G  To SR 143 Par, 27th St  3 Jefferson Ave 0.53 28000 G 95% 1% 3% 1% 1% 0% C 0.079 F 0.554 30000 G 200	28th Street	0.90	3900	G		1%				0%	C	0.078	F		4100	G	2003
SR 143 Par, 27th St   SR 143 Par	2501 00000												•				2000
(13) Jefferson Ave 0.53 <b>28000 G</b> 95 <u>% 1% 3% 1% 1% 0%</u> C 0.079 F 0.554 30000 G 200		Combined Haille.	0400	G	9170	ı 70				070	C	INA			0000	G	
											_						
Tr: I-664	₁₄₃ )Jefferson Ave	0.53	28000	G	95 <u>%</u>	1%			1%	0%	С	0.079	F	0.554	30000	G	2003
					To-			I-664									

					VVč	arwick Maintenance	e Area								
Route	Length	AADT	QA	4Tire	Bus	Truc		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Newport News				-				_							
				From:		I-664									
143 Jefferson Ave	0.41	28000	N	95%	1%	3% 1%	1%	0%	N	0.079	N	0.554	30000	N	2003
				To: From:		50th St		-							
(143) Jefferson Ave	1.89	35000	G	97%	0%	2% 0%	1%	0%	F	80.0	F	0.569	37000	G	2003
				To-		US 258 Mercury Blv	ď								
				From:		Mercury Blvd									
(143) (17) Jefferson Ave	1.31	46000	G	95%	0%	2% 1%	1%	0%	С	0.081	F	0.547	49000	G	2003
				To:		SR 152 Main St		-							
143) (17) Jefferson Ave	1.69	49000	Α	97%	0%	1% 1%	1%	0%	С	0.099	Α	0.564	53000	Α	2003
				To:			. 1								
Lofferson Ave	1 10	50000	G	97%	00/	SR306 Harpersville F		00/	_	0.001	F	0.52	E4000	G	2002
143 [17] Jefferson Ave	1.12	50000	G	97 % To:	0%	1% 1%	1%	0%	F	0.081	Г	0.53	54000	G	2003
				From:	T	J Clyde Morris Blvd JS 17; J Clyde Morris									
143 Jefferson Ave	1.11	51000	F	96%	1%	1% 1%	1%	0%	С	0.079	F	0.503	54000	F	2003
143 Jefferson Ave		0.000	•		1 70	170 170	170	070	Ŭ	0.010	•	0.000	01000	•	2000
				From:		Middle Ground Blvo									
( ₁₄₃ )Jefferson Ave	1.29	54000	G	95%	1%	1% 1%	2%	0%	С	0.083	F	0.591	57000	G	2003
$\sim$				To: From:		SR 171 Oyster Point I	Rd								
143 Jefferson Ave	0.73	51000	G	93%	1%	1% 2%	3%	0%	С	0.078	F	0.524	54000	G	2003
				To:				<del></del> 1							
lofferson A.:-	4.40	75000	G	From:	00/	I-64 2% 1%	1%	0%	^	0.004	F	0.577	70000	G	2002
143 Jefferson Ave	1.13	75000	G	96%	0%	2% 1%	170	0%	С	0.084	Г	0.577	79000	G	2003
				From:		Bland Blvd									
( ₁₄₃ )Jefferson Ave	0.86	54000	G	96%	0%	2% 1%	1%	0%	С	0.081	F	0.545	57000	G	2003
				To		SR 173 Denbigh Blv	'd								
143 Jefferson Ave	0.84	35000	Α	97%	0%	2% 0%	1%	0%	С	0.108	Α	0.55	37000	Α	2003
143 Jefferson Ave	0.01	00000	•	0.70	0 70		1 / 0	070	Ŭ	0.100	,,	0.00	0,000	,,	2000
	2.42			From:	201	Richneck Rd	40/								
(143) Jefferson Ave	2.19	27000	G	97%	0%	2% 0%	1%	0%	F	0.082	F	0.583	29000	G	2003
				To: From:		SR 105 Ft Eustis Blv	⁄d								
(143) Jefferson Ave	2.55	9400	G	95%	0%	3% 1%	1%	0%	С	0.102	F	0.636	9900	G	2003
				To:		V 1, D1		1							
143 Jefferson Ave	1.12	14000	G	From: 95%	0%	Yorktown Rd 3% 1%	1%	0%	F	0.114	F	0.822	15000	G	2003
143 Jefferson Ave	1.12	14000	G	93 76 To:	076	James City County Li		076	F	0.114	F	0.022	13000	G	2003
						4	ne								
			_	From:		SR 143; 28th St			_		_			_	
27th Street	0.48	3700	G	97%	1%	2% 0%	0%	0%	С	0.085	F		4000	G	2003
Combine	ed Traffic:	7700	G	97%	1%	2% 0%	0%	0%	F	NA			8200	G	
				To:		Chestnut Ave									
143 27th Street	0.90	2600	G	97%	1%	2% 0%	0%	0%	С	0.109	F		2700	G	2003
Combine	ed Traffic:	6400	G	97%	1%	2% 0%	0%	0%	С	NA			6800	G	
Combine	ou manio.	0-100	Ŭ	To:	170	Jefferson Ave	0 70	070	Ü	147 (			0000	Ü	
				From:			,								
NA sire Ot	0.44	45000	_		00/	US 60 Warwick Blv		00/	_	0.000	_	0.505	40000	0	0000
(152) Main St	0.41	15000	G	97%	0%	2% 1%	1%	0%	С	0.089	F	0.525	16000	G	2003
				From:	U	JS 17, SR 143 Jefferson	Ave								
(152) Main St	0.56	14000	G	98%	0%	1% 1%	1%	0%	С	0.092	F	0.542	15000	G	2003
				To:		WCL Hampton									
				From:		SR 143 Jefferson Av	re	Ī	-						
(171) Oyster Point Rd	0.70	48000	G	96%	0%	2% 1%	1%	0%	С	0.085	F	0.502	51000	G	2003
1111			_		- / •				-		-			-	
Ourton Bill Bil	0.17	F4600		From:	001	121-12 Canon Blvd				0.000		0.575	E4000		0000
(171) Oyster Point Rd	0.17	51000	G	96%	0%	2% 1%	1%	0%	F	0.089	F	0.575	54000	G	2003
				To: From:		I-64									
(171) Victory Blvd	0.74	49000	G	96%	0%	1% 1%	1%	0%	С	0.092	F	0.636	52000	G	2003
				To:		York County Line									
				From:				<del></del>							
173 Denbigh Blvd	0.53	4700	G	96%	1%	Moyer Drive 2% 0%	1%	0%	С	0.095	F	0.648	5000	G	2003
1/3 Delipidii piva	0.55	7100	3	90 76 To:	1 /0		1 /0	0 /0	C	0.093		0.040	5000	3	2003
						Catalina Drive		J							

					Wa	arwick Maintena	nce Area	1							
Route	Length	AADT	QA	4Tire	Bus	Ti	ruck e 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Newport News				_											
173 Denbigh Blvd	0.74	12000	G	98%	0%	Catalina Dr 1% 1%	0%	0%	С	0.094	F	0.61	13000	G	2003
Denbigh Blvd	0.55	20000	G	98%	0%	Lucas Creek F 1% 0%	0%	0%	С	0.088	F	0.647	21000	G	2003
Denbigh Blvd	1.14	38000	G	97%	0%	US 60 Warwick 1% 1%	1%	0%	С	0.082	F	0.569	40000	G	2003
Denbigh Blvd	1.32	31000	G	96% To:	1%	SR 143 Jefferson 2% 0% York County L	1%	0%	С	0.095	F	0.607	33000	G	2003
				From:		US 60 Warwick		 1							
238 Yorktown Rd	0.94	5600	G	93%	0%	3% 1% I-64	2%	0%	С	0.093	F	0.566	5900	G	2003
238 Yorktown Rd	0.18	9100	G	96%	1%	2% 1%	1%	0%	F	0.095	F	0.509	10000	G	2003
238 Yorktown Rd	1.06	8800	G	95% To:	0%	SR 143 Jefferson 1% 3% York County L	1%	0%	С	0.095	F	0.571	9900	G	2003
(258) (17) Mercury Blvd	0.22	27000	G	From:	0%	Isle of Wight Coun		0%	F	0.083	F	0.616	28000	G	2003
(258) (17) Mercury Blvd	0.56	40000	G	From: 95%	1%	US 60 Warwick 2% 1%	Blvd 1%	0%	С	0.090	F	0.634	42000	G	2003
258 Mercury Blvd	0.29	39000	G	98%	0%	Jefferson Av 0% 1% WCL Hampto	1%	0%	F	0.086	F	0.587	40000	G	2003
(306) Harpersville Rd	0.88	9200	G	From: 95%	1%	US 60 Warwick 3% 1%		0%	С	0.091	F	0.538	9800	G	2003
				To: From:	U	US 60 Warwick									
312) J Clyde Morris Blvd	1.11	42000	G	97% To:	0%	1% 1% US 17; SR14	1%	0%	С	0.083	F	0.514	44000	G	2003
351 39th Street	1.51	9700	G	96% To:	0%	Huntington Av 2% 1% WCL Hampto	1%	0%	С	0.12	F	0.727	10000	G	2003
East				From:		SCL Hampto		1							
664	0.12	35000	G	93%	0%	1% 1%	5%	0%	F	0.113	F		37000	G	2003
\ /	ed Traffic:		G	93%	0%	1% 1%	5%	0%	F	0.113	F		74000	G	
				To:		Chestnut Av	e								
East 664	1.02	28000	G	93%	0%	1% 1%	5%	0%	F	0.110	F		29000	G	2003
	ed Traffic:		G	93%	0%	1% 1%	5% 5%	0%	F	0.110	F	0.664	61000	G	2003
Combine	a mamo.	55500	3		0 /0		J /0	U /0	'	0.033	'	0.004	01000	J	
East				From:		35th St									
664	1.64	28000	N	93%	0%	1% 1%	5%	0%	N	0.110	Ν		29000	N	2003
Combine	ed Traffic:	52000	N	93%	0%	1% 1%	5%	0%	N	0.099	Ν	0.664	55000	N	
East				From:		Terminal Av	e								
664	2.84	24000	G	93%	0%	1% 1%	5%	0%	F	0.129	F		26000	G	2003
	ed Traffic:	49000	G	93%	0%	1% 1%	5%	0%	F	0.101	F	0.595	53000	G	
· ·				To:		WCL Suffoll									
West				From:		SCL Hampto	n								
664	0.55	35000	G	93%	0%	1% 1%	5%	0%	F	0.125	F		37000	G	2003
	ed Traffic:	69000	G	93%	0%	1% 1%	5%	0%	F	0.113	Ν		74000	G	
				To: From:		Roanoke Aven	ue								
West	0.70	20222	_		001			001	_	0.405	_		20022	_	0000
664	0.78	30000	G	93%	0%	1% 1%	5%	0%	F	0.125	F		32000	G	2003
Combine	ed Traffic:	58000	G	93%	0%	1% 1%	5%	0%	F	NA			61000	G	
				To		Jefferson & 35th A	venue								

						arwick M	annonan		•							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Newport No	ews			_												
Vest				From:			& 35th Av									
664)	1.41	24000	G	93%	0%	1%	1%	5%	0%	F	0.102	F		26000	G	2003
	Combined Traffic:	52000	N	93%	0%	1%	1%	5%	0%	Ν	0.099	Ν	0.664	55000	Ν	
				To: From:		Ter	minal Ave									
West	2.02	00000	_		00/			<b>F</b> 0/	00/	_	0.400	_		20000	_	2004
664	2.93	26000	G	93%	0%	1%	1%	5%	0%	F	0.108	F		28000	G	2003
	Combined Traffic:	49000	G	93%	0%	1%	1%	5%	0%	F	0.101	F	0.595	53000	G	
				To:		WC	L Suffolk									
				From:		Wash	nington Av									
25th Street	0.12	2400	G	92 <u>%</u>	3%	4%	0%	0%	0%	С	0.109	F	0.626	2500	G	200
121)				To-		War	wick Blvd									
				From:		Hunt	ington Ave	;	1							
2 26th Street	0.10	5900	G	92%	3%	4%	0%	0%	0%	F	0.17	F		6300	G	200
2 26th Street				To:		Wat	wick Blvd									
				From:				4	1							
27th Street	0.14	NA				121-700	04 28Th St	eet			NΙΛ			NA		
3 27th Street	0.14	INA		To:	121	7012, 1CD	142 D I-C	·			NA			INA		
					121-	7013; 1SR			e							
				From:			Warwick E									
4 Oyster Point	t Rd 1.04	46000	G	95 <u>%</u>	1%	2%	1%	1%	0%	С	0.084	F	0.581	49000	G	200
·				To:		SR 143;	Jefferson .	Ave								
				From:		Wash	nington Av	2								
5 35th Street	0.24	3400	G	95%	1%	2%	1%	1%	0%	F	0.202	F		3600	G	200
121				To:		US	60 Parallel									
				From:			nington Av	`	1							
7 49th Street	0.24	2500	G	93%	3%	3%	1%	1%	0%	С	0.16	F		2600	G	200
7 49th Street	0.24	2300	G	70:	J /0				0 /0	C	0.10			2000	G	200
							ington Ave									
				From:			ington Av									
8 50th Street	0.11	1100	G	95%	3%	2%	0%	0%	0%	С	0.168	F		1200	G	200
121)				To		US 60 F	Huntington	Ave								
8 50th Street	0.11	1100	G	95%	3%	2%	0%	0%	0%	F	0.168	F		1200	G	200
50th Street	•			To		S 60 Paral				•	000	•		00		
				From:				on Bira								
O		4400	_		00/		25Th St	00/	20/	_	0.400	_	0.704	4700	_	000
9 Washington	Ave 1.24	4400	G	94%	3%	2%	0%	0%	0%	С	0.163	F	0.734	4700	G	200
				To:			0Th St									
_				From:		M	loyer Rd									
Beechmont Beechmont	Dr 1.16	4200	G	96%	1%	2%	0%	0%	0%	С	0.094	F	0.604	4500	G	200
121/				To:		Luca	s Creek Di									
				From:		Luca	s Creek Ro									
10 Beechmont	Dr 0.24	9300	G	98%	0%	1%	1%	0%	0%	С	0.086	F	0.581	9900	G	200
121)				To:		War	wick Blvd									
				From:		Men	chville Rd									
11) Boxley Blvd	0.81	16000	G	96%	0%	3%	0%	1%	0%	С	0.094	F	0.657	17000	G	200
Boxley Blvd	0.0.			To:	0,70		Warwick F			Ū	0.00	•	0.00.		•	
				From:					-							
O a series Disast	4.00	4.4000	_		00/		e Shoals B		00/	_	0.440	_	0.050	45000	_	000
12) Canon Blvd	1.60	14000	G	96% To:	0%	2%	0%	1%	0%	С	0.116	F	0.658	15000	G	200
				10.			SR 171									
				From:		J.Clyde	Morris B	vd								
Diligence Dr	0.44	12000	G	97%_	0%	2%	0%	0%	0%	С	0.095	F	0.553	13000	G	200
				To:		Thimbl	e Shoals B	lvd								
				From:		Luca	s Creek Ro	l	I							
14) Eastwood D	r 1.36	5100	G	97%	0%	2%	1%	1%	0%	F	0.094	F	0.584	5400	G	200
14) Eastwood D			-	To:			olony Dr			•						
				From:			olony Rd									
14) Eastwood D	r 0.44	8400	G	97%	0%	2%	1%	1%	0%	С	0.088	F	0.602	9000	G	200
14) Eastwood D			-	To			wick Blvd			-					-	
				From:					L							
15) Maxwell Ln	0.62	E000	_		00/		mandy Ln	40/	00/	^	0.000	_	0.500	F000	0	000
4 - 1 IV/10V/MOIL I D	0.62	5000	G	97%	0%	2%	0%	1%	0%	С	0.098	F	0.582	5300	G	200
15 Maxwell Ln	0.02	0000		To:			wick Blvd		-							

					***	al wick ivialitieriani	CAICA								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Newport News				From:											
16 McManus Blvd	1.04	12000	G	97%	0%	Bland Blvd 2% 0% Denbigh Blvd	1%	0%	С	0.091	F	0.587	13000	G	2003
				From:				1							
17 Middle Ground Blvd	0.64	7600	G	95% To:	1%	Jefferson Ave 3% 0% Canon Blvd	1%	0%	С	0.099	F	0.567	8000	G	2003
				From:		Denbigh Blvd		1							
18 Moyer Rd	0.54	3500	G	97% To:	1%	2% 0% Beechmont Dr	0%	0%	С	0.111	F	0.654	3700	G	2003
				From:		Denbigh Blvd									
19 Richneck Rd	0.96	4100	G	97%	0%	2% 0%	0%	0%	С	0.102	F	0.808	4400	G	2003
19 Richneck Rd	1.54	6300	G	97% To:	0%	Jefferson Ave 2% 0%	0%	0%	F	0.095	F	0.566	6600	G	2003
				From:		York County Line									
20 River Rd	0.74	790	G	98%	0%	Mercury Blvd 1% 0%	0%	0%	С	0.191	F	0.671	840	G	2003
(20) River Rd	0.74	190		90% To:	U /0	Huntington Ave	U /0	0 /0		0.181	I"	0.07 1	U <del>+</del> U		2003
$\sim$				From:		Country Club Ro									
Shoe Ln	0.78	7000	G	96% To:	1%	2% 1% Warwick Blvd	1%	0%	С	0.084	F	0.513	7400	G	2003
				From:		Jefferson Ave									
22 Thimble Shoals Blvd	0.91	13000	F	98% To:	1%	1% 1% Pilot House Dr	0%	0%	С	0.098	F	0.512	15000	F	2003
				From:		Pilot House Rd									
Thimble Shoals Blvd	0.27	NA								NA			NA		
(21)				To:		US 17 J Clyde Morris	Blvd								
ACH Chart	0.00	F700	^	From:	40/	Jefferson Ave	40/	00/		0.007	_	0.50	0000		2002
7000 16th Street	0.90	5700	G	96%	1%	2% 1%	1%	0%	С	0.087	F	0.52	6000	G	2003
7000) Chesapeake Ave	1.05	2100	G	From: 97%	0%	Chestnut Ave	0%	0%	С	0.097	F	0.522	2200	G	2003
Chesapeake Ave	1.05	2100	G	70 To:	0 /0	SCL Hampton	0 /0	0 70	C	0.097		0.522	2200	G	2003
				From:		West Ave		i							
7002 23rd Street	0.22	3000	G	95%	0%	2% 2%	1%	0%	С	0.145	F	0.973	3200	G	2003
121				To:		US 60 Warwick Bl	vd								
O 0071 01 1	0.04			From:		US 60									
7002 23Th Street	0.21	NA		To:		US 60 Par 25TH S	т			NA			NA		
				From:			1								
7004) 28th Street	0.34	3700	G	95%	1%	Huntington Ave	0%	0%	С	0.111	F	0.658	3900	G	2003
28th Street	0.0.	0.00	_	To:	. , ,	Jefferson Ave	0,70	7,0		0	•	0.000	0000		
				From:		Washington Ave									
7006 34th Street	0.07	890	G	95%	1%	3% 0%	0%	0%	F	0.218	F		950	G	2003
121)				To: From:		US 60 Warwick Bl	vd								
7006 121 34th Street	0.13	NA		From:						NA			NA		
121/				To:		US 60 Par 34th S	t								
				From:		Colony Rd									
7007 Lucas Creek Rd	1.39	4300	G	96 <u>%</u>	0%	3% 0%	1%	0%	С	0.093	F	0.529	4500	G	2003
				To: From:		Youngs Rd Denbigh Blvd									
7007) Lucas Creek Rd	1.13	5300	G	98%	0%	1% 1%	0%	0%	С	0.098	F	0.619	5700	G	2003
(7007) Lucas Creek Rd				To:		Colony Rd									
				From:		Washington Ave				-					
7008) 39th Street	0.23	2200	G	98%	0%	1% 1%	0%	0%	F	0.161	F	0.775	2400	G	2003
121				To:		Huntington Ave									
$\sim$				From:		Jefferson Ave									
7010 121 48th Street	0.16	3600	G	90%	2%	6% 1%	1%	0%	F	0.094	F	0.562	3800	G	2003
				To:		Madison Ave									

Route						Т	-1-			1/		D:-			
Noute	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	0.1	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Newport News				_											
				From:		Madison Ave									
7010 121 48th Street	0.16	5200	G	90%	2%	6% 1%	1%	0%	С	0.085	F	0.558	5500	G	2003
				To: From:		Marshall Ave									
7010 121 48th Street	0.59	4300	G	92%	1%	3% 2%	2%	0%	С	0.092	F	0.552	4600	G	2003
121)				To:		Chestnut Ave									
				From:		Briarfield Rd									
7011) Orcutt Ave	0.37	1700	G	95%	0%	1% 2%	1%	0%	С	0.094	F	0.572	1800	G	2003
Orcutt Ave															
	0.50		_	From:	00/	Paul St	40/	-00/	_	0.400	_	0.500	0000		2222
Orcutt Ave	0.56	2200	G	97% To:	0%	2% 0%	1%	0%	С	0.102	F	0.509	2300	G	2003
				10.		SWCLHampton									
				From:		Jefferson Ave									
7012 Briarfield Rd	1.17	11000	G	96%	1%	2% 1%	1%	0%	С	0.089	F	0.52	11000	G	2003
121)				To:		SWCL Hampton									
				From:		121-3; 27Th Stre	et								
7013) Jefferson Ave	0.05	NA						•		NA			NA		
Jefferson Ave				To		TIG 60 25:1 G:									
Lefferson Ave	0.55	0700		From:	10/	US 60, 25th St	1%	00/		0.070	_	0.510	10000		2002
Jefferson Ave	0.55	9700	G	94% To:	1%	3% 0%	170	0%	С	0.079	F	0.519	10000	G	2003
				10.		16th St									
				From:		25Th St									
Marshall Ave	0.69	5200	G	92%	2%	3% 3%	1%	0%	С	0.082	F	0.581	5500	G	2003
121)				To		39Th St									
7015) Marshall Ave	1.08	7200	G	94%	1%	4% 0%	0%	0%	С	0.096	F	0.525	7600	G	2003
Marshall Ave	1.00		•	0.70	170		0 70		Ŭ	0.000	•	0.020	1000	Ü	2000
				From:		Richard Ct									
Marshall Ave	1.03	5600	G	97 <u>%</u>	1%	1% 1%	0%	0%	С	0.089	F	0.511	6000	G	2003
				To:		SWCL Hampton									
				From:		16Th St									
Roanoke Ave	1.21	3800	G	95%	1%	1% 1%	2%	0%	С	0.075	F	0.516	4000	G	2003
121				To:		I-664									
Roanoke Ave	1.16	2300	G	98%	0%	1% 0%	0%	0%	С	0.107	F	0.651	2500	G	2003
Roanoke Ave	1.10	2300	•	30 /0	0 70	170 070	0 70	0 70	C	0.107	'	0.001	2300	O	2003
				To: From:		Briarfield Rd									
7017 Roanoke Ave	0.93	3100	G	96%	2%	1% 1%	0%	0%	С	0.1	F	0.587	3300	G	2003
				To:		SWCL Hampton									
				From:		US 60 25Th St									
7019 Chestnut Ave	0.70	6400	G	94%	1%	3% 1%	0%	0%	С	0.079	F	0.501	6800	G	2003
121				To		20Th C4									
Chastaut Ava	0.10	10000	G	From:	10/	39Th St	00/	00/		0.005	_	0.605	11000	C	2002
Chestnut Ave	0.10	10000	G	94%	1%	3% 1%	0%	0%	F	0.085	F	0.685	11000	G	2003
				From:		41St Street		-							
7019 Chestnut Ave	1.08	8500	G	94%	1%	3% 1%	0%	0%	F	0.084	F	0.594	9100	G	2003
121)				To		Briarfield Rd									
7019) Chestnut Ave	0.95	8700	G	98%	0%	1% 0%	0%	0%	С	0.082	F	0.511	9300	G	2003
7019 Chestnut Ave	0.00	0.00	Ū	To:	070	SWCL Hampton		- 70	O	0.002	•	0.011	0000	O	2000
				Erro											
( Llamanno d'Ila Dal	4.00	40000	_	From:	00/	Jefferson Ave	40/	007	_	0.000	_	0.507	40000	_	2000
7027 Harpersville Rd	1.00	12000	G	96%	0%	2% 0%	1%	0%	F	0.099	F	0.507	13000	G	2003
				To: From:		E-W Expressway	1								
7027 Harpersville Rd	1.77	8700	G	96%	0%	2% 0%	1%	0%	С	0.101	F	0.552	9200	G	2003
121/				To:		Saunders Rd									
				From:		121-12; Canon Blv	/d						-		
7034) Old Oyster Point Rd	0.67	NA				.2. 12, Canon Di	-			NA			NA		
Old Oyster Point Rd	5.51	. 17-1								14/3			14/3		
				From:		Lochaven Drive									
Old Oyster Point Rd	0.64	6800	G	97%	0%	2% 0%	0%	0%	С	0.086	F	0.5	7300	G	2003
<u></u>				To:		Brighton Lane									
O 0110				From:		Brigton Lane									
7034 Old Oyster Point Rd	0.18	NA								NA			NA		
$\sim$				To:	Ţ	JS 17; J Clyde Morris	Blvd								

					VV	arwick Maintenand	ce Area	l							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Newport News						2 0.00 0 7 0.00				. doto.		. 4010.			
7034 Harpersville Rd	0.53	13000	G	From: 98%	0%	US 17; J Clyde Morris 0% 1%	Blvd 0%	0%	С	0.084	F	0.503	14000	G	2003
1021						Harpersville Rd									
7034) Saunders Rd	0.76	13000	G	From: 97%	0%	1% 0%	1%	0%	С	0.093	F	0.577	14000	G	2003
Saunders Rd				To		NWCL Hampton	ı								
				From:		Beverly Hills Blv	d								
7036 Blount Point Rd	0.68	2500	G	96%	1%	2% 0%	1%	0%	С	0.092	F	0.536	2600	G	2003
121/				To:		Madison Ave Nor	th								
			_	From:	201	Madison Lane Nor		201	_		_			_	
Hiden Blvd	0.85	9100	G	98% To:	0%	1% 1%	0%	0%	С	0.09	F	0.500	9700	G	2003
						Warwick Blvd									
	4.00		_	From:	40/	Normandy Ln	40/	00/	_	0.000	_	0.500	0400	_	0000
Deep Creek Rd	1.09	5700	G	95% To:	1%	3% 0%	1%	0%	С	0.096	F	0.586	6100	G	2003
						Warwick Blvd									
O 0 1 D 1	0.50		_	From:	40/	Hertzle Rd	40/	00/	_	0.004	_	0.507	0000	_	0000
Colony Rd	0.50	2200	G	94%	1%	4% 0%	1%	0%	С	0.094	F	0.567	2300	G	2003
^				From:		Lucas Creek Rd									
Colony Rd	1.52	5900	G	97%	1%	1% 1%	0%	0%	С	0.102	F	0.583	6200	G	2003
				To:		US 60 Warwick Bl	vd								
_				From:		Denbigh Blvd									
Old Denbigh Blvd	0.61	8600	G	96 <u>%</u>	1%	2% 0%	1%	0%	С	0.096	F	0.612	9100	G	2003
1217				To:		York County Line	9								
				From:		US 60; Warwick B	vd								
Bland Blvd	1.42	16000	G							0.091	F	0.527	17000	G	2003
121)				To:		McManus Blvd									
				From:		Roanoke Ave									
35th Street		2000	G	95%	1%	3% 0%	0%	0%	С	0.077	F		2200	G	2003
				To:		Orcutt Ave									
				From:		Chestnut Ave									
79th Street		2400	G							0.089	F		2600	G	2003
				To:		New Market Dr									
				From:		Grant Dr		Ī							
Arline Dr		100	G							0.114	F		100	G	2003
				To:		Lakeshore Dr									
				From:		Fawn Ln									
Atkins Ln		430	G							0.096	F		460	G	2003
				To:		Oyster Point Rd									
				From:		Deep Creek									
Barclay Rd		2000	G	<u> </u>		Веер стеск				0.09	F		2100	G	2003
-a. a.a, 1 to		_000	•	To:		Steffi Pl				3.00	•			_	_500
				From:		Henry Clay Rd									
Beech Dr		6100	G	<u> </u>		rieniy Ciay Kd				0.103	F		6500	G	2003
DOGGT DI		0.00	3	To:		Teakwood Dr				0.100	•		0000	J	2000
				From:				<u> </u>							
Bruton Ave		2300	G			Burns Ave				0.093	F	0.71	2400	G	2003
DIGION AVE		2500	3	To:		Courtney Ave				0.033		0.7 1	∠ <del>1</del> 00	J	2003
Puyton Ave		E000	_	From:		25th St				0.077	_		6200	C	2000
Buxton Ave		5800	G	To		SWCL Hampton				0.077	Г		6200	G	2003
0 4 4		<b></b>	_	From:		Swann Ave				0.400	_	0.004	7.0	6	000
Center Ave		670	G			110.15 1.05				0.103	F	0.601	710	G	2003
				To:		US 17; Jefferson A	ve								
				From:		Olive Dr									
Chatsworth Dr		1800	G							0.089	F		1900	G	2003
				To:		Eubank Cir									

				Warwick Mairiteriance Are	а							
Route	Length AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trai		OC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ty of Newport News			From:		1							
Dresden Dr	3700	G	FIOIII.	Tanbark Dr			0.119	F		3900	G	2003
DICGCII DI	3700	Ū	To:	Almond Dr			0.110	•		3300	O	2000
			From:	Shellby Dr								
Etna Dr	NA			ghenoy Br			NA			NA		
			To:	Beechment Dr								
			From:	Denbigh Blvd								
Garrow Rd	NA					1	NA			NA		
			To:	Virginia Dr								
Clandala Dd	000	_	From:	W. Carolyn Rd			0.404	_		050	_	200
Glendale Rd	800	G	To:	E. Carolyn Rd	1	1	0.101	F		850	G	200
			From:	Tabbs Ln								
Gwynn Cir	NA		<u></u>	Tabos Lii			NA			NA		
J, J			To:	Fischer Dr								
			From:	Roanoke St								
Hampton Ave	1700	G	-		•		0.083	F		1800	G	2003
			To:	Orcutt Ave								
			From:	Crestwood Dr								
King wood Dr	420	G	_		1	ı	0.101	F		440	G	200
			To:	Ross Dr								
Laksahana Da	4000	_	From:	Warren Dr			0.007	_		2400	_	200
Lakeshore Dr	1900	G	To:	Sandra Dr	1	1	0.087	F		2100	G	200
			From:									
Louise Dr	3000	G		Bayberry Dr			0.092	F		3200	G	200
200.00 2.		_	To:	Cloverleaf La			0.002	•		0200		
			From:	48th St								
Madison Ave	1700	G					0.084	F		1800	G	200
			To:	49th ST								
Madison Ave	2900	G	From:	Hampton Ave			0.085	F		3100	G	200
Madison Ave	2900	G	To:	21St Street		1	0.003			3100	G	200
			From:	30Th Street								
Madison Ave	2100	G	_				0.087	F		2200	G	200
			10:	31St Street								
Madiaan I n	2000	•	From:	Walnut Grove	00/		0.000	_		2100	0	200
Madison Ln	2800	G	100% To:	0% 0% 0% 0% Crittenden St	0%	C	0.099	F		3100	G	200
			From:	River Rd								
Main St	1500	G	98%	0% 1% 1% 0%	0%	С	0.08	F		1600	G	200
			To	Palen Ave								
			From:	Ronald Dr								
Menchville Rd	5600	G					NA			5800	G	200
			To: From:	Bernard Dr								
Menchville Rd	11000	G	FIOIII.	Nicewood Dr			0.092	F		12000	G	200
Wichon ville 1 to	11000	Ū	To:	Youngs Rd			0.002	•		12000	Ü	200
			From:	Lakeside Dr								
Museum Drive	NA		<u> </u>	Luncoluc Di			NA			NA		
			To:	US 60 Warwick Blvd								
	<u> </u>		From:	Anderson Cir								
N. Madison La	2800	G					0.105	F	0.562	3000	G	200
			To:	Cameron Dr								
			From:	30th St								
Oak Ave	1300	G	~	21 . 2	1	I	0.085	F		1400	G	200
			In:	31st St								

				Wa	arwick Maintenan	ce Area	<u> </u>							
Route	Length AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Newport News					ZAXIE STAXIE	TTTAII	ZIIali		i actor		i actor			
			From:		Hampton Ave									
Oak Ave	1900	G							0.080	F		2000	G	2003
			In:		31st St									
0110 11 111		_	From:		Warwick Blvd				0.005	_	0.550	7000	_	0000
Old Courthouse Way	7200	G	To		Hustings La				0.095	F	0.558	7600	G	2003
			From:											
Orcutt Ave	1200	G			30Th Street				0.075	F		1300	G	2003
Orodit / Wo	1200	·	To:		31St Street				0.070	•		1000	Ü	2000
			From:		Warwick Blvd									
Oriana Rd	10000	G			Wal Wick Biva				0.082	F		11000	G	2003
			To:		Denbigh Blvd									
			From:		Denbigh Blvd									
Ridgewood Pkwy	3400	G					•		0.098	F		3600	G	200
			To:		Balthorpe Rd									
			From:		Warwick Blvd									
Snidow Blvd	5100	G	99%	0%	1% 0%	0%	0%	С	0.081	F	0.606	5500	G	200
			To:		Barron Dr									
			From:		Denbigh Blvd									
Spaulding Dr	NA								NA			NA		
			To		Keswick Cir									
			From:		Marvin Dr									
Stanley Dr	1200	G							0.096	F		1300	G	200
			To:		Mckinley Dr									
			From:		Wendfield Cir									
Traverse Rd	1800	G							0.121	F		1900	G	200
			10.		Bayberry Dr		<u> </u>							
	0=00	_	From:		Warwick Blvd				0.400	_		0000	_	000
W Lucas Creek Rd	2700	G	To:		H 1 C				0.100	F		2900	G	200
			-		Hughes St		!							
Marran Dr	NA		From:		Lakeshore Dr				NIA			NA		
Warren Dr	INA		To:		Linda Dr				NA			INA		
			From:				<u>.</u>							
Wells Rd	170	G			Mac Neil Dr				0.108	F	0.6	190	G	200
W Cho P C	170	·	To:		Deen Spring Dr		1		0.100	•	0.0	100	Ü	200
			From:		Hampton Ave									
Wickham Ave	3400	G	<u></u>		Tampon Ave				0.080	F		3600	G	200
	0.00	•	To:		21st St				2.300	•		-500	-	_00
			From:		30th Street									
Wickham Ave	2100	G	_				-		0.079	F		2200	G	200
			To:		31St Street									
			From:		Hemlock Rd									
Willow Dr	2300	G							0.093	F		2400	G	200
			To:		Latham Dr									
			From:		Richneck Rd									
Woodside Ln	2700	G	99%	0%	0% 0%	0%	0%	С	0.093	F		2900	G	200
			To: From:		Aspen Dr Jouett Dr									
Woodside Ln	6100	G	<u> </u>		Jouett Di				0.101	F		6500	G	2003
		_	To:		Denbigh Blvd								-	